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THIS IS UNEVALUATED INFORMATION

- 25X1 1. Since the end of 1947 the Yugoslav Naval Academy, located in Divulje near Split, has been under the direct jurisdiction of Navy Headquarters in Split. It was transferred from Dubrovnik and at present there are 1,000 cadets attending the Academy. The following vessels have been converted into training ships for the Academy:
- a. JADRAN: motorschooner with three masts, completely renovated in 1948 at Boka Kotorska;
 - b. Torpedo boat T-5: old type, approximately 800 tons, built in 1916, renovated a number of times, the last time in Split in 1947-48.
2. Courses for Navy petty officers are held for the most part in Pulj (Pola) in the former CREM school where courses for all categories except marine personnel are held. Marine courses are given at Meljine, whereas only gunnery courses are given at Boka Kotorska. The training ships for petty officer candidates are:
- a. MOSSOR: small yacht with two masts;
 - b. NEBOJSA: an old submarine of French construction, launched at Nantes in 1931, not fit to submerge since 1945 despite many attempts to render it suitable;
 - c. HONIR, an old minelayer, built in 1918 as part of German war reparations, launched at Kiel, Germany, entered into service in the Adriatic in 1919. General repair work on the vessel was begun in 1948 in the Boka Kotorska yards and lasted eight months. While making these repairs it was decided not to replace the boilers as had been planned but rather to use the vessel for training purposes and as a tug for navy boats.
3. Merchant marine training schools are located at Boka Kotorska, Dubrovnik and Buccari. Until 1945, all training school sections were in Buccari. The schools do not have their own training ships but during the summer the students are placed aboard sea-going ships for two or three months.

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CENTRAL INTELLIGENCE AGENCY

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4. The Yugoslav Navy has the following units:

- a. Two destroyers; the *SPLIT* which was under construction in Split when the war broke out and now is in Rijeka. Armament: six 120 mm. guns and 14 small anti-aircraft pieces of varied caliber, six torpedo tubes 533, in two sets of three. The other destroyer was received from Italy as reparations. It weighs approximately 1,300 tons; is armed with two sets of two 120 mm. naval guns, three Bofors 40 mm. guns and ten smaller caliber guns; two three-tube torpedo guns 533. Maximum speed, 36 knots (sic).
- b. Two corvettes received from Italy as reparations. Armament: three 100 mm. guns; eight anti-aircraft guns of varied caliber; four torpedo tubes in two sets of two. Speed approximately 22 knots.
- c. Two torpedo boats built in 1916, overhauled a number of times and most recently in 1948 at Split. Armament: two 100 mm. guns; two Bofors 40 mm. guns and six others of varied caliber; four torpedo tubes 450. Maximum speed, 26 knots.
- d. Eight gunboats, former United States motor torpedo boats, acquired in 1945. Armament: one 40 mm. Bofors; two 20 mm. single Oerlikons; two sets of two 13 mm. Liberator type guns; two 8 mm. Breda guns. Speed over 43 knots, equipped with three Packard aircraft motors capable of 2000 revolutions per minute. Two torpedo tubes can be added to the armament.
- e. Three gunboats of German make and low efficiency. Armament: one 13 mm. machine gun; one double-barreled 13 mm. gun; two 8 mm. Breda guns; two torpedo tubes 533. Maximum speed, 25 knots.
- f. Two motor torpedo boats built in Portsmouth, England in 1940. Armament: one 40 mm. Bofors; two double-barreled 13 mm. guns; two Breda 8 mm. guns; two torpedo tubes 533. Maximum speed, 25 knots.
- g. One gunboat, Italian make. Armament: two double-barreled 13 mm. guns; one 20 mm. Oerlikon; two 8 mm. Breda; two spring-controlled torpedo launching units. Speed over 40 knots.
- h. Three gunboats of Yugoslav construction. Armament approximately identical to Italian counterpart. Launched in 1949. Motors of low efficiency with German Junkers airplane engines and maximum speed of 30 knots. Built on model of the United States motor torpedo boats.
- i. Three torpedo boats are in an advanced stage of construction at Rijeka. One of these already has tested its motors which were built in western Germany.
- j. A number of gunboats are under construction but since they will be equipped with Junkers airplane motors they will not meet the minimum speed limit required.
- k. There are approximately ten other auxiliary vessels including: one minelayer received as reparations from Italy; another old minelayer of low efficiency; a few water and gas tankers; one ocean-going tugboat and a number of smaller tugboats.
- l. Two midget submarines, German make, continually being overhauled in Pulj and considered useless. Until late 1949 they were tested on repeated occasions. According to the director of the Naval Academy, they are capable of only a minimum degree of efficiency.

5. Yugoslav shipyards are located at:

- a. Pulj, which has two floating docks and one drydock. The shipyard has a high potential for construction work but is used only for repairing warships and merchant marine vessels.

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CENTRAL INTELLIGENCE AGENCY

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- b. Rijeka has two shipyards and a torpedo-works which makes it of primary importance to Yugoslavia. Warships and cargo boats are built and repaired. Torpedoes and mines are built in the torpedo-works where there is a lack of precision instruments because of low production.
- c. Split has a shipyard for cargo vessels. Warships are not built there and few are repaired. The yard is equipped with a floating dock for vessels weighing up to 12,000 tons. A floating dock is now under repair at the yard.
- d. Korcula Island has a yard for the construction of gunboats equipped with Junkers motors. The existence of this yard is kept highly secret.
- e. Boka Kotorska is the site of an arsenal second in importance only to Rijeka. Warships and auxiliary ships alone are repaired in this port which has a floating dock. A large machine shop for the repair of artillery weapons and optical equipment is located at Lepetano, near Boka Kotorska.
- f. Smaller shipyards for the construction of small schooners and fishing boats are located at Porto Re, Lussinpiccolo and Lessina.
6. At all of the aforementioned shipyards the construction capacity is high but there is a lack of specialized personnel as well as machinery and precision instruments. Until the time of the Cominform rift, much material came from the Soviet Union and Czechoslovakia and gave satisfactory results. When imports from those countries ceased, naval construction work was paralyzed. Toward the end of 1948 the Yugoslavs began to build some equipment such as motors for tu-boats but finally reverted to importing from western Germany, Austria and Italy. These imports did not meet their needs. The construction of torpedo boats in Rijeka was abandoned, and similar incidents took place in all shipyards and workshops.
7. Before the Cominform rift, Navy school texts were exclusively reprints of Soviet books. Many of the instructors had attended the Kronstadt Naval Academy. Since then the texts have remained more or less the same, whereas the instructors have gradually been replaced by officers who had served in the British fleet during the war. [REDACTED]
- [REDACTED] Upon returning they were assigned to positions of minor importance. In their new assignments, they have introduced British texts and manuals in the classes. The former instructors at this Academy have become instructors at the petty officers' school in Pulj. As a net result, greater stress is now placed on learning English than Russian.

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